



### COME ON DOWN!

AST3 Matthew O'Dell, an Air Station Cape Cod rescue swimmer, is deployed to a 47-foot boat from Station Merrimack River, Mass., Dec. 1.

Photo by PA3 Lisa Hennings, 1st Dist.

# Coast Guard

Shield of Freedom



January  
2005

## PERIL ON THE BERING SEA



# Heroes

## The world's best Coast Guard

**BMCM THOMAS MCADAMS**



Often referred to as “the man with the cigar,” BMCM Thomas McAdams is one of the most highly-decorated enlisted Coast Guardsmen in the history of the service. McAdams served in the Coast Guard for 27 years in the 13th District, earning the Legion of Merit (he was only the second Coast Guard enlisted man from a small boat station to receive this award), a Coast Guard Medal, a Gold Lifesaving Medal and many other honors.

His expertise as a surfman became legendary on

the Oregon coast. A commonly heard saying about him was “As long as the cigar is lit, you can relax. But when it begins to get soggy, that’s when you have to pay attention. If he takes the cigar out, turns it around and sticks the lit end in his mouth, then you know you’re going to get wet. But if you ever see him spit it out, then you better take a deep breath, because you’ll have to hold it a long time as the boat rolls over.”

Story and photo courtesy Coast Guard Historian



# Coast Guard

U.S. Department of Homeland Security



Homeland  
Security

January 2005

ON THE COVER

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[www.uscg.mil/magazine](http://www.uscg.mil/magazine)

### CLIMBING ABOARD

A boarding team from Marine Safety Office Los Angeles climb up an accommodation ladder during a vessel inspection Dec. 3.

PHOTO BY PA3 NATHAN HENISE, 11TH DIST.

### Coast Guard

PERIL IN THE  
BORING SEA



### On the cover

An HH-60 helicopter hovers over the 738-foot Selendang Ayu Dec. 12, as a salvage team inspects the damage caused when the freighter broke in two near Unalaska, Alaska.

AP Photo





## UP FRONT

### No. 1 NOZZLEMAN

A group of Sea Scouts takes part in fire hose control training at Group San Francisco Oct. 23. This event was part of "Safety at Sea Weekend", when more than 180 Sea Scouts and their adult chaperones converged on the base for their annual two-day training.

PHOTO BY PAC STEVE AITKINS, USCG RESERVE



# UP FRONT

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## UP FRONT

### ITEM OF INTEREST

The CGC Harriet Lane escorts a high interest vessel off the Atlantic Coast Nov. 17 as part of Exercise Chokepoint '04.

PA3 STACEY PARDINI, 8TH DIST.



# CG responds to Delaware River spill



PA3 MIKE LUTZ, PADET NEW YORK

The Athos I, a 750-foot Cyprus flagged vessel, lists eight degrees Nov. 28, in the Delaware River in Philadelphia. An estimated 30,000 gallons of crude oil was spilled resulting in a unified effort to minimize the damage.

**PHILADELPHIA, Nov. 26** — The Athos I, a 750-foot Cyprus flagged vessel, lost an estimated 30,000 gallons of heavy crude oil as it was enroute to the Citgo Facility in Paulsboro, N.J., tonight. Two tugs were helping the tanker move to the facilities pier when it listed eight degrees to the left and lost power.

The source of the loss was secured and local, state and federal authorities were notified, including the Environmental Protection Agency. Coast Guard Personnel from Marine Safety Office/Group Philadelphia were also notified, as were representatives from the ship's owner and CITCO,

who are cooperating to ensure the clean-up of the spill as well as minimizing any impact to the environment.

Approximately two miles of protective boom was set up around the vessel and 12 neighboring creeks as a preventive measure to contain further impact to the river and wildlife. Additional protective boom will be set up to points north and south of the areas as oil continues to move.

The U.S. Fish and Wildlife reported 300 birds were affected by the oil and another 50 were found dead.

"Any amount of oil in our waterways is a serious matter," said Capt. Jonathan Sarubbi, captain of the Port of Philadelphia. "We are committed to cleaning up the oil and ensuring the Delaware River is

open to commerce."

Boats and helicopters from the Coast Guard as well as New Jersey State Police are assessing the quantity and impact of the oil spill, which stretches from the Tacony Palmyra Bridge to the Tinicum Island. The river is closed to all commercial and pleasure crafts from the Tacony Palmyra Bridge to the Commodore Barry Bridge.

The O'Brien's Group, Miller Environmental, Delaware River and Bay Co-Op and Clean Ventures have been contracted for clean-up. There are currently 110 people and 10 skimming boats actively involved with the clean-up.

The cause of the spill is an ongoing investigation by MSO Philadelphia.

LantArea

## FISHERMEN RESCUED OFF CAPE COD

**CAPE COD, Nov. 2** — An aircrew from Air Station Cape Cod responded to a distress call from the Canadian Mist, a 44-foot fishing vessel homeported in Rockland, Maine, with four fishermen and approximately 300 pounds of scallops aboard here today.

The Canadian Mist fell victim to a sudden shift in wind current and direction 42 miles east of Nantucket this morning. The vessel was overcome by the eight to 10-foot seas and began taking on water.

The captain of the Canadian Mist, David Oakes, from South Thomaston, Maine, made a mayday call to

the Coast Guard and the crew abandoned ship onto a liferaft. Because the vessel took on water so quickly, communications were lost. However, an Emergency Position Indicating Radio Beacon led Coast Guard rescuers to the vessel's location and all members were pulled from the sea. The aircrew, including pilots Lt. Matthew Furlong and Lt. Sean Krueger, AST1 Scott Holway and AMT2 Chris Davis returned to the air station with four thankful fishermen, who reportedly suffered only from mild hypothermia.

The case occurred on the same day Lt. David Hill, AST1 Brian Lauben-



AST3 Matthew O'Dell, Air Station Cape Cod rescue swimmer, wraps a wool blanket around Donald Dean after rescuing Dean and three other fishermen off Nantucket Nov. 2.

stein and AMT2 Jim McGinley received the Distinguished Flying Cross for a rescue that occurred Nov. 13, 2003.

Story and photo by PA3 Lisa M. Hennings, 1st Dist.

## Coast Guard

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Shield of Freedom

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**Letters to the editor:** Please limit remarks to 150 words or less. No names will be withheld. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

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## Baby baptized in cutter's bell

HONOLULU, Nov. 21 — The CGC Jarvis served as the location for a baptismal ceremony.

Family, friends and crewmembers gathered on the gun deck for the christening of Jack David Baker, son of the Jarvis Engineer Officer, Lt. Jonathan Baker, and his wife, Aimee. In keeping with nautical tradition, Jack was baptized in the ship's bell.

The practice of baptizing infants in the bell of their father's ship dates back to the 17th century British Royal navy. Using the ship's bell as a bowl to hold christening water is said to bring the ship good luck while underway.

The 14th District chaplain, Lt. Judy Malana, blessed water from the Jarvis and christened Jack. After the ceremony, Jack's name was etched in the inside of the bell to record the momentous occasion.

Ensign Mariette C. Millson, 14th Dist.



Lt. Judy Malana, 14th District chaplain, baptizes Baby Jack aboard the CGC Jarvis Nov. 21.



## ON MY COUNT...

CAPE COD, Mass., Dec. 1, 2004  
Coast Guard AMT2 Mark Leichenauer, a flight mechanic stationed at Air Station Cape Cod, gives a signal to the 47-foot boat crew from Station Merrimack River as he lowers the rescue basket during a training exercise.  
PA3 Lisa Hennings, 1st Dist.



## WebHot!

Watch out Food Network and make way for the Coast Guard Special Command Aids! These specialized FSs are the creme-de-la-creme of FSs in the Coast Guard and they work in unique billets, serving district commanders and other high ranking officials.

FS1 James Swenson, the SCA of the Year, has produced the Quarters One Web site featuring his job as a SCA at the Coast Guard Academy.

The Web site offers a behind-

the-scenes glimpse of this exciting job. Click on the "season" button to see a colorful array of the menu these master chefs prepared for the diners at Quarters One. The dishes' artistic presentation, as well as the season's poetic reflections would be enough to give Martha Stewart a run for her money.

Be sure to also check out Swenson's video, "My First Four Years," where he highlights his experience in the Coast Guard from bootcamp to the CGCs Munro and Osprey.

\*\*\*See page 10 for information on the Special Command Aide program.

Think your Web site is unique?  
E-mail the URL to  
[jzettles@comdt.uscg.mil](mailto:jzettles@comdt.uscg.mil)





## TALL STACKS 2004

**GALVESTON, Texas, Dec. 9** — A small boat crew from Maritime Safety and Security Team 91104, based here patrols the Ohio River during Tall Stacks, the largest celebration of America's steamboats.

PA3 Andrew Kendrick,  
8th Dist.

# That was then, this is now...



CGC MUNRO (WHEC-724) MOORED IN KODIAK, ALASKA.

BMC TIMOTHY LEE, 17TH DIST.



PA3 BRIAN LESHAK, PACAREA

SEAMAN APPRENTICE ROBERT HERNANDEZ KISSES HIS DAUGHTER BEFORE DEPARTING ALAMEDA, CALIF., FOR THE PERSIAN GULF IN SUPPORT OF OPERATION IRAQI FREEDOM DEC. 6.

## NOW...

The CGC Munro, a 378-foot high endurance cutter homeported in Alameda, departed Dec. 6, for a six-month deployment to the Persian Gulf in support of Operation Iraqi Freedom. The cutter, which is home to approximately 170 sailors from around the country, will conduct a wide range of missions while serving in the Gulf including maritime force protection, coastal and terminal security, and maritime interception. The Munro is the second Coast Guard cutter from the Bay Area to deploy in support of the Iraqi war.

## THEN...

The CGC Munro was first commissioned as a warship in 1944 and its crews served in remote areas around the globe including the Phillipines and South China, during the Korean War. The cutter earned three battle stars for its service.

## \$95 million in drugs seized

ALAMEDA, Calif., Dec. 21 — The CGC Boutwell, homeported in Alameda, returned home today after seizing cocaine worth an estimated \$95 million in two separate drug interdictions while on patrol in the Eastern Pacific.

The Boutwell seized approximately 2.39 metric tons of cocaine Nov. 19 from a 45-foot fishing vessel discovered abandoned and partially submerged 45 miles from the coast of El Salvador.

The fishing vessel Kodiak was originally sighted Nov. 18 during a reconnaissance flight by a Helicopter Interdiction Tactical Squadron MH-68 Sting Ray helicopter deployed with the Boutwell.

The El Salvadoran navy apprehended the Kodiak's crew as they attempted to flee the area in a small boat. The Boutwell's crew worked to recover all of the contraband to ensure as much evidence as possible was collected and worked with the El Salvadorian government to build a case against the crew of the Kodiak.

The seizure had a street value of approximately \$45 million.

The Boutwell's second seizure occurred on Dec. 9 about 250 miles south of Guatemala. More than two metric tons of cocaine from an 80-foot fishing vessel were recovered in a coordinated effort with the USS Halyburton, Dec. 9.

The fishing vessel, Jami was sighted by a reconnaissance flight and the Halyburton arrived on scene and discovered Jami's crew had abandoned their fishing vessel and fled in small boats. The Halyburton pursued, but Jami's crewmembers escaped under the cover of darkness. Halyburton returned to the scene of the abandoned fishing vessel, finding Jami partially submerged.

After relieving the Halyburton, the Boutwell's boarding team discovered a total of 108 bales of cocaine.

The Boutwell returned home today from a two month patrol after working with both air and sea assets in the Eastern Pacific Ocean. PacArea

## President joins Coast Guardsmen in USO operation

WASHINGTON D.C., Dec. 8 — Coast Guardsmen from the Washington D.C. area joined other servicemembers and civilians to stuff care packages for overseas troops in support of Operation United Service Organizations Care Package.

The volunteers were surprised when President George W. Bush and First Lady Laura Bush joined in their efforts.

The USO called upon individuals around the world to support the troops through these care packages. The packages are delivered to members of the U.S. Armed Forces deployed around the world to let them know they have not been forgotten from Americans at home.

A \$25 donation allows individuals to sponsor a care package. Packages include a personal message to servicemen overseas. These USO Care Packages include items such as pre-paid worldwide telephone cards, sunscreen, travel size toiletries and a disposable camera. To learn how you can sponsor a care package visit [www.usocares.com](http://www.usocares.com).

Compiled by G-IPA-1

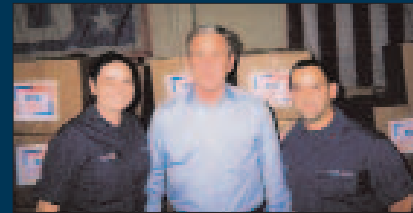


PHOTO PROVIDED BY G-OCX

YN3 Jessica Fuller, of G-OCX and Lt. Robert Pirone of G-LCL, join the president in support of Operation USO Care Package.



### Thirst quencher

AQUADILLA, Puerto Rico, Dec. 9 — Seaman Rolando Romero, passes out water to some of the 103 Dominican Republic migrants intercepted two miles off Aguadilla, Puerto Rico, in a 30-foot yola, or migrant vessel. The migrants were transferred to the CGC Oak, a 225-foot buoy tender homeported in Charleston, S.C., PA2 Krystyna Hannum, LantArea



## 'Iron Chefs' take gold in culinary competition



The Coast Guard team prepares a gourmet dish for a culinary competition in Baltimore, Oct. 20. The team beat 13 other teams to take the gold.

**BALTIMORE, Oct. 20** — The Coast Guard won the gold medal in the Second Annual Military Culinary Competition here today. This was the first time the Coast Guard participated in the competition.

Fourteen teams representing all branches of the Armed Forces competed, including the Pentagon's Executive Dining Room, Vice President's Residence and the White House.

The Coast Guard team leader was FSC Justin Reed, Special Command Aide to the 5th District commander. The other team members were FS2 John Petro, SCA to the LantArea commander; FS2 Andrew Proulx, SCA to the

Chief of Staff; and FS2 Ignatius Baran, SCA to the 1st District commander.

The challenge is a black box competition, similar to the Food Network's Iron Chef Competition. The team members had no idea what ingredients they would get and were surprised when they had to make an appetizer and dinner out of ground pork, oysters, potatoes, fennel, leeks and broccoli.

The teams had thirty minutes to come up with the menu; then the preparation and cooking began. Each team had 90 minutes to prepare and garnish the plates for the judges. The judges graded on cooking techniques, flavor profile, sanitation, proper tempera-



The Coast Guard culinary team won second place in an additional competition with this dessert; poached pears in a praline liquor sauce with pecan brittle.

ture of food served and presentation of all menu items.

The winning menu consisted of oysters with a zesty cream sauce for the appetizer. For the main course the team served up a pork loaf stuffed with artichoke hearts and red bell peppers in a chardonnay-dijon cream sauce with duchess potatoes and steamed broccoli florets.

The team also earned a second place finish in a pear recipe competition the following day with poached pears in a praline liquor sauce with pecan brittle.

For information on the Special Command Aide program contact FSCS Bello-Leon at 202-267-0224 or LBello-Leon@comdt.uscg.mil.

Story by CWO Jesse Hill and FSCS Luis Bello-Leon, G-C9 and photos provided by SCA program

**F**S1 James Swenson, the Special Command Aide to the Superintendent of the Coast Guard Academy, has been chosen SCA of the Year and represented the

Coast Guard in an interservice competition at the Pentagon City, Va., Ritz-Carlton in November. He was selected because of his innovative creations,

outstanding culinary skills and enthusiastic service to the Superintendent and his many guests, often preparing for two events a week at the Coast

Guard Academy. See Webhot! to view Swenson's Web site which serves as a resource for other food service specialists in the Coast Guard.



## NEW YORK NIGHT LIGHT

NEW YORK, Dec. 8, 2004 — Seaman Wayne Reznik prepares to release an ice buoy, outfitted with a specially designed light emitting diode lantern into the northern Hudson River from the CGC Katherine Walker. The lantern is one of many that are going into service for the first time in the Northeast atop ice buoys.  
PA2 Mike Hvozda, PADET New York

ROCHESTER, N.Y., Nov. 13 — Eight Coast Guard members from New York and Ohio came together on November 13 to compete in the Annual Rochester Police Department Pistol tournament in Rochester, NY. This year's event was held in memory of local servicemembers who lost their lives in the war on terrorism. Coast Guard members took home a total of 10 medals including the championship trophy in the 4-man competition. This coveted trophy had been held by the Rochester Police Department team for 15 years. Members of the team include GM3 John Thomas (Group Buffalo), MK3 Kevin Fay (STA Rochester), BM1 Roger Rebman (STA Rochester), MKC James Ingerick (USCGR), GMCM Patrick O'Kelly (9th District), Fireman Christopher Underwood (STA Rochester), and Seaman Brian Doyle (STA Rochester).

Lt. j. g. Steve Youde, Group Buffalo

## CG missions in hard cover

Washington D.C., Oct. 27 — Ret. Vice Adm. Howard Thorsen, Chairman of the Board of Regents of The Foundation for Coast Guard History presents an advanced copy of a recently published book, *The Coast Guard*, to Adm. Thomas H. Collins, Coast Guard commandant, here today.

Thorsen is chairman of the Board of Regents of The Foundation for Coast Guard History.

The "coffee table" sized book, similar to such books already in print covering the other military services as well as fire fighters and police, includes hundreds of photographs in chapters spanning the history, roles and missions, and a look at the future of the Coast Guard by Adm. Collins.

The Foundation for Coast Guard History was established August 4, 1999, with the primary mission of supporting the Coast Guard Historian's programs and promoting the recognition and prestige of the Coast Guard by educating the general public on its illustrious past and continuing contributions to our nation.

G-IPA



Ret. Vice Adm. Howard Thorsen presents Adm. Thomas H. Collins with an advanced copy of *The Coast Guard*.

PA2 BARRY LANE, G-IPA



# PERIL A'



# T SEA



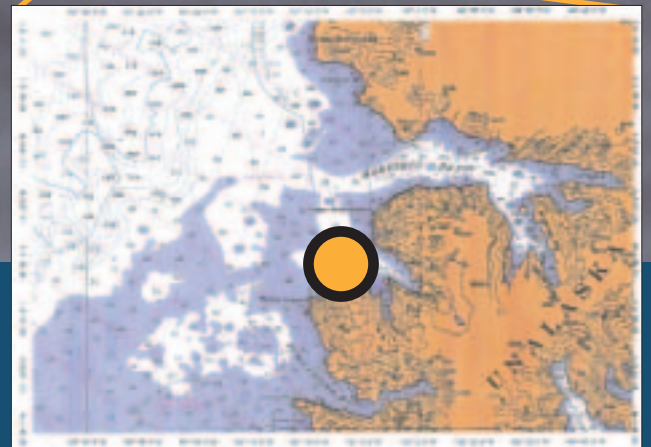
*Coast Guard aircrews face extraordinary danger during a rescue off the Alaskan coast.*  
***Stories by Matt Volz, AP and  
PA3 Brian Leshak, 13th Dist.  
Photos courtesy Unified Command***

## **TORN ASUNDER**

The 738-foot Malaysian freighter Selendang Ayu's two pieces take a beating from the pounding Alaskan surf off Unalaska Island Dec.11.

## THE SAVED

An HH-60 Jayhawk helicopter from Air Station Kodiak hovers over the CGC Alex Haley to transfer crewmen from the grounded vessel Selendang Ayu Dec. 8. The helicopter crashed later that evening while hoisting the last eight crewmen from the ailing ship.



## SURVIVOR ON DECK

A crewman from the Selendang Ayu is escorted across the deck of the CGC Alex Haley after being rescued.


## REMOTE AND FROZEN WATERS

The orange dots in the above maps show the approximate location of the wreck of the Selendang Ayu.

**T**he motor vessel Selendang Ayu, a 738-foot Malaysian-flagged freighter, ran aground during heavy weather and eventually broke in two on the northern shore of Unalaska Island, Alaska, Dec. 8.

After evacuating 18 of the freighter's 26 crewmembers, a Coast Guard HH-60 Jayhawk helicopter from Air Station Kodiak crashed while attempting to evacuate the remaining eight crew members from the M/V Selendang Ayu. A HH-65 helicopter from CGC Alex Haley then rescued three Coast Guard air crewmen and one of the freighter's crewmen. The HH-65

helicopter crew also was able to evacuate a Coast Guardsman and the captain of the freight, both of whom were aboard the Selendang Ayu when it broke in two. Despite an extensive search effort, six of the crewmen from the Selendang Ayu who were aboard the Jayhawk helicopter when it crashed remain missing.

Investigations by the National Transportation Safety Board and Coast Guard are expected to continue through January.  G-IPA-1

**A** recovery team was zeroing in on the black box from a helicopter that had crashed into the Bering Sea while rescuing crew from a crippled freighter, a Coast Guard spokesman said Dec. 24.

Once rough weather abated, divers were expected to attempt to retrieve the flight data recorder, which had been giving off a weak homing signal, Coast Guard Petty Officer Tom McKenzie said.

The rear part of the helicopter's fuselage washed ashore after it wrecked earlier this month while evacuating crew members from the ship; six of the ship's crew members who were aboard the helicopter were lost at sea. The front part of the helicopter, which would have contained the black box, had not been found.

The cause of the crash was still unknown.

.....

**M**eanwhile, a salvage team returned to the site of the grounded freighter Dec. 23 to find the bow section had sunk, likely spilling another 176,000 gal-

lons of oil near an environmentally sensitive area of Unalaska Island.

Crews still plan to unload more than 80,000 gallons of fuel from tanks in the stern of the Selendang Ayu. But the three biggest tanks - totaling 321,058 gallons of oil - are believed to be ruptured and the fuel inside lost, said PA2 Sara Francis.

The ship was split in two after running aground Dec. 8 in the Aleutian chain. The 738-foot freighter was carrying soybeans, 424,000 gallons of fuel oil and 18,000 gallons of diesel.

The bow section had earlier been judged unsafe and attempts to unload its fuel were halted until a salvage team could come up with a plan to recover that oil.

"It appears that the tank ... which we had previously had hope of recovering all its oil from, has probably lost all its contents," said Marti Early of the state Department of Environmental Conservation.


The ship ran aground near sensitive wildlife habitat that supports sea lions, harbor seals, sea otters, tanner crabs and halibut.

A shoreline cleanup effort recovered more than 100 bags of oily waste before the weather forced crews to suspend the operation. Forty oil-covered birds - 20 alive and 20 dead —and a dead sea otter have been recovered so far.

The process of removing fuel from the stern section in 2,000-gallon containers was to begin after the new year.

.....

**T**he weather Dec. 23 gave response officials a brief reprieve, but winds the next day were expected to increase again to 35 knots and seas up to 10 feet.

The Selendang Ayu was hauling soybeans to China when it grounded into a shoal after drifting for nearly two days. Eighteen crew members were safely evacuated.  **By Matt Volz, AP**

*Editor's Note:* Contracted divers from MAC Enterprises recovered the helicopter's "black box" Dec. 28.



### **READY FOR THE REAL THING**

Instructors at Naval Air Station Whidbey Island's Aviation Survival Training Center prepare to demonstrate the Navy's new Modular Egress Training System. Training provided by this and other simulators helped the crew of HH-6020 escape from their sinking helicopter after crashing into freezing Alaskan waters Dec. 8.

### **WASHED ASHORE**

The wreckage of an Air Station Kodiak rescue helicopter is washed ashore on Unalaska Island, Alaska, after crashing during a Dec. 8 rescue attempt involving the 738-foot vessel Selendang Ayu. All Coast Guard crewmembers aboard the aircraft were rescued by another Coast Guard rescue helicopter.





## CHECKING THE WEATHER

A National Weather Service team activates a temporary weather station on Cape Kovrizhka at the north end of Volcano Bay Dec. 14. The weather station will remain until the end of operations.





Lowered onto a grounded ship in pounding, 40-foot waves only minutes before his helicopter crashed, AST3 Aaron Bean was ...

# LEFT BEHIND

Story by PA3 Brian Leshak,  
13th Dist.

**M**K3 Aaron Bean was sitting against the wall looking at the Captain of the motor vessel Selendang Ayu with disbelief. He looked around not sure of what had just happened. He just saw an inexplicable wave hit the side of the ship and then not crash onto the deck, but shoot straight up into the air. Shaken from the wave but still okay, Bean jumped up and looked over the

rail to see a Coast Guard HH-65 Dolphin helicopter rescuing persons aboard the HH-60 Jayhawk that just went down.

Bean was part of the crew of the Jayhawk that had crashed. The Jayhawk was responding to a call to hoist people from the stranded Selendang Ayu on the northern coast of Unalaska Island. The Selendang Ayu lost power and was stranded in rough seas just off the coast.

**B**ean was lowered from the HH-60 to start removing members from the ship. On the last flight out Bean and the captain of the motor vessel were the only ones left aboard. Bean said, "I saw this unexplainable wave hit the side of the ship and shoot straight up in the air, it wasn't normal."

The Selendang Ayu had been sitting in 20-foot seas all day long.

"I heard the engines of the HH-60 powering down and then the rotors hitting the side of the boat and then the water," he said. "The next thing I knew I looked over the edge of the boat and saw an HH-65 Dolphin helicopter pulling men out of the water with their basket."

Once the HH-65 was full it took the men back to Dutch Harbor, Alaska.


Bean realized he and the cap-

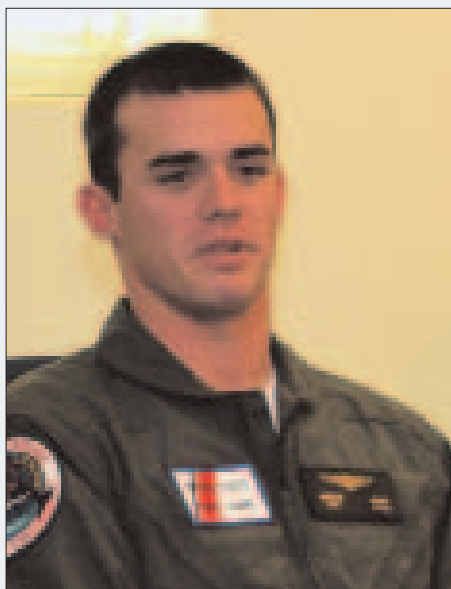
tain were stranded aboard the ship.

"Waves were beating up against the side of the ship. 'I saw a lifeboat, so I grabbed the line it was attached to and tried reeling it in, but every time a wave hit the ship it would catch the lifeboat and rip the line and the lifeboat away from me,' Bean said. He was trying to reel it in, but this time when a wave got a hold of the lifeboat the force was so strong it snapped the line between the boat and Bean's hands.

Now the only thing they could do was wait for help. The waves kept beating the ship and dragging the hull on the sea floor. Bean called the CGC Alex Haley to ask where the safest place aboard the ship would be. The Haley advised him to seek higher ground aboard the ship.

**"I** looked at the other end of the ship and saw it start to bend, then I heard the loudest, deepest noise I've ever heard in my life." The Selendang Ayu had broken in two. He said he heard hissing from the exhaust pipes on deck and alarms going off. The captain told Bean that compartments below the ship were filling with water and forcing air up and out through the pipes.

Then moments later the HH-65 returned to pick the stranded men from the ship. "They saved my life," Bean said referring to the HH-65 helicopter. The Dolphin hoisted both men up to return them to Dutch Harbor. "I felt completely safe once I was in the helo with those guys, they risked their lives to save mine." 



## NARROW ESCAPE

AST3 Aaron Bean recounts his story to reporters at a press conference at Air Station Kodiak Dec. 13.

## OILED BIRDS

Fish and Wildlife employees rehydrate a Common Murre Dec. 14 at the wildlife rehabilitation center here. The Common Murre was oiled as a result of the Selendang Ayu oil spill.





### **BEFORE THE BREAKUP**

Jayhawk helicopter 6020 hovers over the stricken Selendang Ayu as it hoists members of the crew to safety Dec. 8.



### **BIRD'S-EYE VIEW OF DISASTER**

An aerial view of the Selendang Ayu in two pieces.



## FAST BOARDING

Coast Guard boarding team members of the CGC Harriet Lane quickly board the target vessel Indian Reefer to gain positive control of the ship, Nov. 16. The boarding team is carrying out a part of Chokepoint '04, which involved several countries and spanned several days.



*Story by David Santos, Acp and Cmdr. Doug Eames, Apx  
Photos by PA3 Bobby Nash, Acp*

# Choke Point

*“U.S. Coast Guard, United Kingdom, French and Dutch vessels intercepted a container ship suspected of carrying materials used to make weapons of mass destruction in the Caribbean Sea at 1 p.m. today, signifying the successful end of Exercise Chokepoint '04 ...”*

**Vice Adm. Vivien Crea, Atlantic Area**



A red-hulled container vessel plows through the white-capped pristine blue waters of the Caribbean Sea two hundred miles south of Hispanola. Ships just like this one transit the world's oceans in a constant stream. But this particular ship, just a dot on an unending sea, is the subject of considerable interest. An international coalition of maritime agencies has been tracking this vessel's movement for the past few days. Aboard the vessel, in two of its containers, is a centrifuge and accompanying equipment that could be used by terrorist groups to develop weapons grade nuclear material.

Fortunately, this scenario is part of a combined law enforcement agency and military exercise in support of the Proliferation Security Initiative. The PSI announced by President Bush on May 31, 2003, stems from the National Strategy to Combat Weapons of Mass

Destruction issued in December 2002. The goal of PSI is to create a more dynamic, creative and proactive multilateral approach to prevent the proliferation of dual-use materials. Atlantic Area received support in exercise planning and execution from the Defense Intelligence Agency, the Office of Naval Intelligence, Northern Command, Southern Command, Joint Interagency Task Force South, and the Seventh District. The exercise planning focused on testing and validating mission essential tasks that support the seven Interdiction Principles that bind together the PSI partnering nations to stop the flow of proliferable materials.

Exercise Chokepoint '04 included three levels of participation in five different venues around the globe including the Mediterranean Sea, the North and Baltic Seas, the North Atlantic Ocean, the South and North Pacific, and the

Caribbean Sea. Participants included Law Enforcement and Defense Department agencies from Australia, Canada, Denmark, France, Germany, Italy, Japan, the Netherlands, Singapore, Spain, the United Kingdom, and the United States. Argentina, Chile, Liberia, Mexico, Norway, Panama, and Sweden observed the exercise and participated in round table discussions during a closing seminar in Key West, Florida.

The exercise tested the ability of partnering nations to:

- Support a collaborative multilateral effort to deter or stop the proliferation of weapons of mass destruction (WMD), delivery systems, and related materials.
- Improve PSI operational capabilities (law enforcement and military) to interdict proliferation related shipments.
- Explore policy and operational



issues associated with multilateral law enforcement/military WMD maritime interdiction operations.

- Examine the use of bilateral boarding agreements in multilateral boarding operations.
- Support international PSI outreach efforts to increase the number of participating nations.


**O**n Nov. 8, the exercise was initiated when participating countries were notified that a centrifuge was being shipped from a West African port on one of five vessels departing the port over a seven-day period. Participating countries worked as coalitions under the PSI umbrella to systematically eliminate the various suspect vessels.

As the exercise unfolded and other suspect vessels were eliminated, one vessel heading toward the Panama Canal, became the primary suspect. As it neared the Caribbean, Southern Command tasked the Joint Interagency Task Force South to conduct detection and monitoring operations to locate and track the target vessel.

The French, operating out of Martinique, flew a Maritime Patrol Aircraft to initially locate and track the ship. Once it was located by the French in the Eastern Caribbean, an international Surface Action Group consisting of the CGC Harriet Lane, the British Fleet

Supply Ship Wave Ruler, and the Dutch Naval Ship Amsterdam were directed to close in on and intercept the vessel.

A C-130 aircraft from Coast Guard Air Station Clearwater relocated the suspect vessel and the Surface Action Group intercepted it. Upon interception, the 7th District took Tactical Control of the Surface Action Group and directed the Harriet Lane to conduct a Coast Guard led law enforcement boarding with international observers from France and the United Kingdom. The boarding team took control of the vessel and quickly located the centrifuge in one of the target vessel's containers. The exercise ended with all participating nations discussing options for the final disposition of vessel.

**A**t a press conference at Air Station Miami, Vice Adm. Vivien Crea, commander Atlantic Area, addressed the media and answered questions. "As the lead federal agency for maritime homeland security, the Coast Guard is uniquely qualified to help counter this type of threat in the maritime environment," Crea said. "With international teamwork, we significantly improve our ability to secure the approaches to the U.S. as well as our ports and waterways in the United States." 



### THE PLAYERS

(left) Crew members of the Indian Reefer maneuver their vessel through the Caribbean Sea just prior to being boarded for Chokepoint '04, Nov. 16. The all Russian crew participated in the international exercise aimed at better securing the world's ports.

### INSPECTION TIME

Coast Guard boarding team members of the CGC Harriet Lane inspect all spaces while aboard the Indian Reefer, the target vessel for Chokepoint '04, to secure the "suspect" vessel, Nov. 16. The exercise included the cooperation and participation of the United States, Great Britain and France and required several days to complete.







*BM2 Marvin J. Perrett 1943*

# THE LIFE AND TIMES OF MARVIN J. PERRETT



Marvin J. Perrett, a Coast Guard World War II Higgins landing craft coxswain, shows off the office in his Metairie, La., home Nov. 16. Perrett's office has become a showcase of memorabilia highlighting his time in the service and his passion for educating today's youth.

Perrett was born on Sept. 17, 1925, in New Orleans and is the adopted son of J.N. and Alice Perrett, brother of J.N., Jr. and Judy, and father to Melissa.

"I was just 17 years old when I dropped out of Warren Easton High School and presented myself to the Navy recruiter in New Orleans," said Perrett. "I was turned away because the recruiter stated they had already met their quota for the day; however, the recruiter suggested I try joining the Coast Guard. Like most people I didn't know what the Coast Guard was, but I felt the need to answer the call of service as so many people did at the time. I arrived at the Coast Guard recruiting office at 146 Barrone Street in New Orleans at 9 a.m. They processed me all day, and at 5 p.m., one day before my 18th birthday, I was told to raise my right hand and was sworn in as the newest member of the Coast Guard."

Growing up in the New Orleans area, Perrett was well aware of Higgins Industries Inc., a boat manufacturer that produced 8,865 landing craft, approximately 92 percent of the Navy's World War II combat motorboat fleet, according to HigginsBoat.org.

"As a child living near Lake Pontchartrain, I would witness Higgins landing craft full of troops and sailors simulating assault landings on the beach," Perrett recalls. "I thought, 'Boy that looks pretty dangerous, I don't want any part of that.' Wouldn't that just be my dumb luck - that was the exact assignment I received."

After enlisting in the Coast Guard and receiving his assignment, Perrett was sent to St. Augustine, Fla., where he spent six rigorous weeks in boot camp. "Toward the end of our training, 150 of us were taken to Camp Lejeune, N.C.," Perrett recalls. "Once in North Carolina, we trained with the Marines. As Coast Guardsmen, we were trained to drive the Higgins boats, and the Marines were trained to storm the beach. It was a great example of two services coming together to learn from one another."

craft training, Perrett became a certified Higgins LCV coxswain and was transferred to Norfolk, Va., where he reported aboard the USS Bayfield, a Coast Guard-manned Navy ship.

"Once aboard the Bayfield, we traveled through Chesapeake Bay, Md., and continued our training — storming the beaches of Maryland," Perrett said. "After six weeks, in February 1944, we were on our way to our first foreign port — Glasgow, Scotland."

"When we arrived in Glasgow," Perrett said, "we continued to train - nighttime, daytime, fair weather, foul weather, it didn't matter. We knew we were going to invade France, but we didn't know where in France or when we were going."

At 9 a.m. on June 5, 1944, the Bayfield departed Plymouth en route to Normandy. Perrett recalls the infa-



A Higgins LCV (Landing Craft Vehicle Personnel) makes its way toward the shore of Utah Beach after the Normandy invasion. Photograph courtesy of the National D-Day Museum, New Orleans.

## Enlisted mutual transfer SWAP SHOP

Swap shop submissions should include your rate, first and last name, phone number, present unit — including city and state — and desired location. E-2s are ineligible. If multiple desired locations are listed, they will be printed in order of submission as space allows.

Submissions are published once and must be resubmitted to appear again. Mail to: ATTN: Swap Shop, *Coast Guard* magazine, Commandant (G-IPA-1), U.S. Coast Guard, 2100 2nd St., S.W., Washington, DC 20593-0001.

Name	Unit	Desired Location	Phone
GM1 Tajuana Usry	PSU 301, Cape Cod, MA	7th Dist., AL, NC, VA, DC or MD	(508) 947-7866
YN2 Shaun Marable	Group St. Petersburg, FL	HQ, anywhere in DC area	(727) 824-7511

## Shipmates

### Iwo Jima Memorial Service

A memorial service and banquet commemorating the 60th anniversary of the Battle of Iwo Jima will be held at Camp Pendleton's South Mesa Staff NCO Club in Oceanside, Calif., at 4:30 p.m. March 26.

The men, wives and friends of the 3rd, 4th and 5th Marine divisions, the supporting units involved in the landing, and the general public are invited to attend.

For more information, please contact:

Iwo Jima Committee  
308 Aqueduct Court  
Placentia, Calif. 92870-5469

### CGC Campbell Reunion

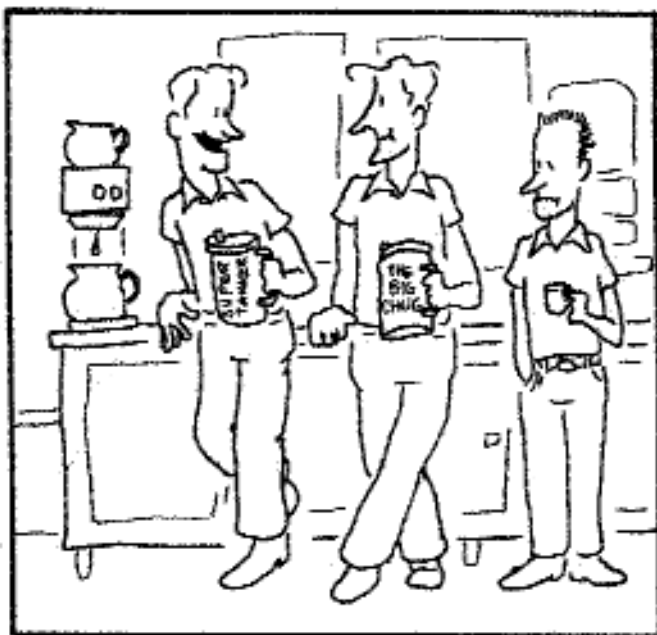
The CGC Campbell Association W-32 & W-909 will be hosting its 20th annual reunion May 15-19 at the Marriott Riverfront in Savannah, Ga.

Any former crewmembers who wish to attend or would like more info can visit [www.cmapbellw32w909.org](http://www.cmapbellw32w909.org) or contact:

Gordon Bell  
723 Spring Lane  
Lansdale, Pa. 19446  
(215) 393-6195  
[CaptBell@comcast.net](mailto:CaptBell@comcast.net)

Jim Kelly  
40 Lisa Lane  
Uncasville, Conn. 06382  
(860) 848-1160  
[jkelly@earthlink.net](mailto:jkelly@earthlink.net)

## chuckles



"HEY MURPHY CHEER UP. IT'S ALMOST READY, AND BOY DOES IT SMELL GOOOOD!"

## Promoted recently? Receive an award?



Let family and friends back home know about your accomplishments.



See your Public Affairs Officer and fill out a Fleet Home Town News release form.





MK2 JOHN WHALEY, STATION PANAMA CITY

### Housing

Rental homes off the beach average about \$800-1000 per month. On the beach, rentals run upwards of \$1000. Houses cost upwards of \$80,000.

### Education

Gulf Coast Community College and Florida State University, Panama City, are widely used by active duty members and their families.

### Facilities

The station is next to a Naval Support Activity base, which has medical and dental facilities, a gym, an exchange and more.

### Weather

Summer temperatures range from low 70's to high 90's with high humidity, whereas winter average lows are about 51 degrees with highs in the 60's.

## Greetings from Station Panama City, Fla.

**C**oast Guard Station Panama City is located adjacent to the Naval Support Activity in the resort community of Panama City Beach, Fla. It was originally established in 1933 at St. Andrews Marina and was later moved to Alligator Bayou, located on the western shore of St. Andrew Bay, in October 1971. The present Coast Guard station was dedicated in November 1990.

Station Panama City is the host command for five other tenant commands, including the CGC Coho, an Aids to Navigation team, a Marine Safety Field Office, an Electronic Support Detachment, and also Coast Guard Auxiliary Flotilla 19, who has a trailer where meetings and training are conducted.

The station currently has two 41-foot utility boats, two 23-foot SAFE boats, and one 25-foot RBS that carry out our search and rescue, law enforcement and environmental protection missions. The station conducts approximately 300 boardings a year. The search and rescue missions vary year to year, averaging about 200. Station Panama City also is the order-issuing authority to seven Auxiliary flotillas.

Station Panama City has one of the largest areas of responsibility in the continental United States. The station's area of responsibility extends 30 miles offshore and covers 647 nautical miles of coastline. The station also consists of 3,900 square miles of international offshore waters, 107.5 statute miles of intercoastal waters, the Apalachicola River north to Georgia, along with two time zones and nine Florida counties. Due to the vast amount

of responsibility, a search and rescue detachment, or "pooled station small," was established in Carrabelle, Fla., to speed up the response time in the eastern AOR.

Coast Guard Station Panama City has turned into an award-winning station. The station won the Galley of the Year Award for small boat stations ashore in 2003 for the first time ever. It also won first place honors in the 2003 Commander Jim Simpson Award for public affairs. Some of the crew from Station Panama City, along with the Aids to Navigation team, won first place in the Group Mobile Captain's Cup Softball Tournament last year. Last but not least, the station also took first place in the final Group Mobile Captain's Cup Golf Tournament for 2004.

Panama City has a little bit of everything. The climate is great for playing in the sun during the summer, partying all day and night during the spring, or just relaxing during the winter. There are plenty of activities, such as scuba diving, swimming, dancing, dining, shopping, festivals, tours and much more.

Coast Guard Station Panama City has served the public with excellence for seven decades, and will continue to provide the public with the best "Guardians of the Forgotten Coast."

Please visit our website for current news, area information and photo galleries at:

[http://www.uscg.mil/d8/StationPanamaCity/StaPC\\_home.htm](http://www.uscg.mil/d8/StationPanamaCity/StaPC_home.htm)

Story by SN Francisco Gonzalez, Station Panama City

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